

CHAPTER 9 Changes to the Draft EIR

9.1 INTRODUCTION

Text changes are intended to clarify or correct information in the DEIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 9.2 (Text Changes) below as excerpts from the DEIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the DEIR where text has been changed, the reader is referred to the page number of the DEIR.

9.2 TEXT CHANGES

This section includes revisions to text, by DEIR section, that were initiated either by Lead Agency staff or in response to public comments.

Page 3-7, Vehicular Access, Circulation, and Parking

Vehicular access to the project site would be available from one driveway on Beach Boulevard, one driveway along Ellis Avenue, and the existing private alleyway that bounds the east side of the project site, all leading directly into the proposed parking structure. Level one would provide 109 retail parking spaces, level two would provide 111 retail parking spaces and level three would provide 263 residential parking spaces for a total of 483 parking spaces. Both pedestrian and vehicular circulation would be provided throughout the parking structure to the retail and residential portions. Access for delivery trucks would be provided from a shared access driveway (private alleyway) to the east of the proposed project site. An easement for pedestrian and vehicular ingress and egress serving the subject site and the shopping center to the south ~~reciprocal access agreement exists with on the~~ property ~~to the east~~; however, the project would be required to improve the shared access driveway, as needed.

Page 6-40, first paragraph

Table 6-15 (2030 ADT Volume Summary for Alternative 3) summarizes the change in ADT volumes associated with Alternative 3, compared to the BECSP in 2030. As shown in Table 6-15, all roadway segments are projected to have decreases in daily traffic volumes compared to those projected for the BECSP in 2030, similar to the proposed project. Based on this reduction in ADT, Alternative ~~23~~ 23 would not exceed anticipated daily traffic volumes identified for the BECSP, which were determined to be less than significant in the BECSP EIR.

Page 6-40, Table 6-15

Table 6-15 2030 ADT Volume Summary for Alternative 3			
<i>Location</i>	<i>2030 BECSP ADT Volume</i>	<i>2030 ADT Volume with Alternative 23</i>	<i>% Change</i>
Beach Boulevard north of Ellis Avenue	62,000	61,737	<-1%
Beach Boulevard south of Ellis Avenue	51,000	50,711	<-1%
Beach Boulevard south of Garfield Avenue	45,000	44,711	<-1%
Ellis Avenue (Main Street) west of Beach Boulevard	7,000	6,947	<-1%
Ellis Avenue east of Beach Boulevard	22,000	21,728	-1.2%
SOURCE: Austin-Foust Associates, Inc., <i>Beach and Edinger Specific Plan Area Traffic Analysis for Beach-Ellis Project</i> (July 21, 2011).			

Page 6-47, first full paragraph

Traffic impacts would be similar to, but slightly greater than, the proposed project, as Alternative 3 would not exceed anticipated daily traffic volumes identified for the BECSP under 2030 conditions but would generate a great number of vehicle trips than the proposed project. Further, under Existing plus Project conditions, unlike the proposed project, Alternative ~~23~~ has the potential to result in conflict with the City's acceptable LOS standard.